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Crescent City Port Facilities And Resources Surveyed

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Crescent City, a community of 2,136 population, is situated on a crescent-shaped bay in Del Norte County, eighteen miles south of the Oregon-California state line and midway between San Francisco Bay and the mouth of the Columbia River. The ocean near the entrance to this convex shoreline is studded with numerous islets and submerged pinnacle rocks, so that the greatest caution is necessary in navigating it. Buoys and spars mark the 600-foot wide channel to the harbor. A lighthouse stands guard on the ocean side of the town.

Some of the natural features named on the charts are: Battery Point, to which the present breakwater is anchored; Round Rock, just beyond the present terminus of the breakwater; Flat Rock, Fauntleroy Rock, and Whaler Island, most of which have become incorporated in structures to make a safe harbor.

Like so much of the Pacific Northwest coast, this section is invaded by summer fogs which prevail from July through October and are continuous for as much as fifty hours. The winds and swells are generally from the northwest, but southwest winter storms also break over the area. Tides are normal, with a mean range of 6.9 feet and an extreme of 12 feet.

The controlling depths in the main harbor basin range from 7 to 27 feet; in the inner fishboat harbor the depth is 11 feet to 27 feet.

Rugged coast and rough sea have combined at times to cause an occasional shipwreck. One of the most notable of these occurred in 1865, when the sidewheeler *Brother Jonathan* from San Francisco sank with an Army payroll, a consignment of woolen mill machinery for an early Oregon factory, and with great loss of life including a well-known Army general.

The mile-long bay, open to the south, has benefited by improvements by the United States Engineers, since improvements were first authorized in the River and Harbor Act of July 13, 1918. Current and recently completed projects call for:[1] (1) A rubble-mound breakwater 3,700 feet long from Battery Point (completed) and a proposed "dog leg" at the seaward end of the breakwater running 61° east 1,000 feet (incomplete). (2) A rubble-mound sand barrier from Whaler Island northeast to the eastern shore (com-

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[1] Report on the Improvement of Rivers and Harbors in the San Francisco Bay, California District, Department of the Army, Office of the Chief of Engineers, 1953.

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Area Development Research Programs Reviewed

By PATRICK M. DOWLING
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A large volume of research is being done in the United States on the development of domestic areas—regions, states, and communities. This research is being sponsored by public and private agencies which realize that, if the United States is to continue the economic growth necessary to maintain and improve the level of living of its expanding population, it is necessary that these domestic areas develop their resources and create new employment opportunities and additional income. All of us are aware of the rapid increase of interest, following World War II, in problems of economic growth and development throughout the world. The most conspicuous efforts are those of the United States and the United Nations to assist the people of the underdeveloped areas to develop their resources and improve their living conditions.

The importance of area development, both domestic and foreign, creates a challenge to businessmen, government officials, economists and other social scientists, engineers, and technicians to combine their knowledge and skills in a common effort. Not only is new research required on the area development problem, but action programs based on research results are needed. Evaluation of both research and programs is necessary for the improvement of technique and the isolation of problems requiring further work.

For the purpose of this discussion the term "area development research" refers to policy-oriented research activities which are related to planning for the economic growth of a specific geographical area. In its broad sense it includes not only economics and production technology but also study of social adjustment, education, health, etc., which are necessary to economic growth. In the underdeveloped countries of the world the economist must specifically include planning in the sociological fields as part of the economic development program. In the United States these related fields may not receive explicit attention in economic development planning because of the relatively advanced state of existing programs in such fields. However, the provision of adequate community services and a tax base sufficient to support such services are fundamental in domestic area development. Problems which have already arisen in rapidly growing areas, with respect to schools, hospitals, and other services, indicate the need to include these facilities at an early stage of planning.

It is seldom possible to include in any single research

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Area Development Research Programs Reviewed

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project the total wide range of problems which bear on the economic development of any area, even if it is only a small community. The interests of research sponsors and the need to provide a basis for specific action programs usually require the focus of attention on a more narrowly defined problem. Specific objectives of area studies include: (1) increasing employment, (2) reducing seasonal or cyclical fluctuations in employment, (3) improving use of land, water, minerals, or other resources, (4) broadening the tax base, (5) determining the relative competitive position with other areas as a basis for action programs and promotional effort, and (6) determining the suitability of the area as a location for a specific industry.

Some of the requirements of area development research and the circumstances under which it is conducted are not common to other forms of economic research. Those which have significant implications for economists and for the conduct of research are described briefly below.

A large part of area development research consists of accurately determining the resources of the area and finding the applications in which its resources may be most productively employed. In this the economist plays a major role; but he requires the assistance of persons with technical training in such subjects as geology, forestry, agriculture, and industrial engineering. To cope with unfamiliar attitudes, customs, and response patterns likely to be encountered in underdeveloped countries, the help of the anthropologist or social psychologist is frequently needed for an effective program. Even in the United States the need for an anthropologist to interpret unfamiliar cultural patterns can arise, as it has in connection with research presently being done on new economic opportunities for the San Carlos Apache Indian Reservation in Arizona. Coordination with specialists in education and medicine may also be needed. Since it is impossible to find all the necessary knowledge and skills in any one person, it becomes necessary to organize a multidisciplinary team for area development research.

The composition of the research team will obviously vary with the area under study and the scope of the project being undertaken; but, even in the relatively familiar environment of domestic areas in the United States, a techno-economics team providing the skills of the economist, the engineer, and the physical scientist will be needed for any full-scale area planning work and for most of the more narrowly defined projects in the area development field as well. In the development of a resource, such as the subbituminous coal which abounds in the western United States, geologists and engineers would be required to appraise the accessibility, quality, and cost of the coal before its economic relations to other sources of energy could be worked out. Even the relatively simple problem of selecting the best location for a new plant in one of the process industries involves study of subjects beyond the fields familiar to the economist. The chemist, the process engineer, the air-pollution expert, or other scientifically trained persons may be needed for a well-rounded analysis of the problem. Cases in which a depleted resource or an obsolescent technology need to be attacked through relocation or retraining of workers could require the work of a social psychologist.

A research team which can function effectively to use the skills of its various members is not easily organized. When a group of specialists are working together for the first time, it is often difficult to find a satisfactory division of responsibility and functions, and the work may break down into a series of unrelated specialized efforts rather than a unified project. Personality conflicts can magnify the difficulties of such a situation.

In addition to the need for selecting a research team which can work well together, it is necessary to find individuals who can adapt themselves readily to new conditions and difficult situations. Especially when working in foreign countries the research team faces a major problem of translation, by which is meant not only the language barrier, but, even more important, a shift into unfamiliar cultural and working environments. For the engineer it means a shift from a research approach based on large-scale production techniques to a situation in which only small-scale operations may be feasible. The economist finds such factors as personnel management, labor relations, and business organization in forms different from those to which he is accustomed. In a subsistence economy the familiar exchange processes and money values are lacking, and the economist may find himself with much greater need for knowledge of the physical bases of economic activity than was the case in his home working environment. Even with the aid of other specialists to interpret the situation new to them, the individual members of the research team must have imagination and adaptability if they are to work successfully.

Most area development research is sponsored by government agencies, private organizations, or business firms, which are concerned with action programs based on the results of the research. They usually wish to initiate their programs at the earliest possible date. Sometimes budgeted funds are available only for a given period; or actual distress is developing in an area because of depressed conditions in the principal industry; or an area faces a crisis in tax revenues; or a business firm decides to build a new plant before competitors become established in the area. Even general area promotion work is usually undertaken with some publicity at the outset and a desire for a quick follow-up with an action program. In these and similar circumstances the sponsor of research desires work to commence immediately and to proceed as rapidly as possible. The pressure for immediate action may therefore be said to be one of the characteristics of area development research.

Sponsors of area development research have a variety of objectives in carrying out their specific projects. For

example, city and county governments have responsibility for zoning the land within their boundaries and providing the community facilities needed in connection with industrial, commercial, and residential land use. They are concerned with providing an adequate tax base to support such facilities and with maintaining a proper balance among land uses. Chambers of commerce within the cities and counties, on the other hand, are more likely to have as a major interest the establishment of additional business enterprises in the area. Railroads and land owners are interested in the optimum development of specific tracts of land, while industrial and commercial firms are interested in finding the optimum site for a given activity, such as a factory or shopping center.

Each client has his own budgetary limitations and must seek the information which is essential to his own action programs. Each research team must endeavor to find that essential information within the limits of time and funds available; topics which are of secondary importance to the immediate problem simply cannot be investigated.

Area development research on domestic regions—states, communities, and other economic areas—can be conveniently classified by the type of activity involved.

(1) Data Gathering and Techno-Economic Audits. Basic information on an area is often gathered through the mechanism of the economic survey. This type of work is carried on by banks or bureaus of business research, and includes some of the research done by chambers of commerce, governmental agencies, and trade associations. Much of this work is related to promotion, with the primary objective of compiling factual information in one place which is used to provide information to potential investors, or to be used as an advertising medium to tell the story of the particular community or area.

Stanford Research Institute has developed a unique service, in which economic and resource data for an area are centralized in a single set of handbooks. *Western Resources Handbook*, published by the Institute, covers the eleven western states and includes statistics on natural resources, agriculture, manpower, industry, construction, transportation, communication, and merchandising. An area development section contains data on Arizona, Washington, and Oregon. Eventually, all eleven states will be represented. The most recent addition to this section of the *Handbook* is a series of sheets on the Territory of Hawaii. The Institute has recently established an Hawaii Economics Research Group; this was the first project completed by the Hawaii office.

(2) Analyses of Specific Economic Opportunities. Specific research projects on investment opportunities are made by private organizations, either private industry itself or private research groups or trade associations for their own particular use. This type of study is also frequently made by bureaus of business research. Under this classification would fall economic feasibility studies, resource utilization studies, and plant location studies. Many times these studies are of a confidential nature or related to a deadline which a client is seeking to meet. In the Pacific Northwest, Stanford Research Institute has undertaken many specific projects of this type. Examples are: an analysis of plant location factors in the paint industry for a Pacific Northwest firm; optimum location of a new newsprint mill in western North America, which included a thorough analysis of alternative Pacific Northwest sites; analysis of the market potential for a potato processing plant assumed to be located in one of Oregon's southern counties; and an analysis of the hospital needs of a county in southern Oregon.

(3) Economic Forecasting. This statistical technique has an important place in area development research, not only in the analysis of specific opportunities, but also for long-range forecasting of market demand. City and county agencies, telephone companies, and power companies often employ this technique in analyzing the growth of their service areas. The results of these studies are often available to the public and form an important basic framework for area economic planning at both the public and private level. The Stanford Institute frequently employs forecasting techniques in research for private and governmental clients. Recently, a long-range forecast of the demand for timber products covering the period 1953-1975 was completed for the Weyerhaeuser Timber Co. This study, requiring a year for completion, was an intensive analysis of United States timber resources as compared with projected consumption patterns. Private companies, associations, and government agencies cooperated with the Institute in making information available for this study, and consultants with several years' experience in the timber industry and related industries were employed during the course of the research. A summary of this study is available from Weyerhaeuser Timber Co., Tacoma 1, Wash.

(4) Area Analysis. Area development research in a literal sense involves the study of specific areas, ranging from wide geographical regions to communities. Studies of this type point the way to other studies needed within a given area, and at the same time provide a framework for coordinating the efforts of agencies and groups who may have interests within the area under study.

In April 1954, the Stanford Institute established the Portland office of its Pacific Northwest Division. The theme of the Pacific Northwest Division has been area development, and it has undertaken and is currently working on many area development studies. One of its first research projects was a public service project concerned with the development of the mid-Willamette Valley. At the request of several community leaders in the mid-Willamette Valley (Linn, Benton, Marion, Polk, and Yamhill counties), a study was begun on the economic potential of this area. The title of this study is "An Economic Appraisal of Oregon's Mid-Willamette Valley." The report will be available to the public upon request within the near future. This study comprised an over-all audit of the human and physical resources of the area, an analysis of the area's economic framework and specific research on the area's economic framework, and specific research on the area's agriculture and food processing industry, timber industries, and non-resource-based manufacturing firms. The present situation in these basic industries as well as the future outlook for each was assessed.

At the county level, the Pacific Northwest Division has undertaken market studies for an Oregon county seeking facts on the feasibility of establishing processing plants which would add value to products of the county that are at present shipped raw. Another county study involved an

analysis of the need and justification for hospital facilities within the county.

At the city level, this division is analyzing the composition, size, and location of Portland's exposition-recreation center. Another study at the city level involved an analysis of industrial land in the Portland area.

Mechanisms exist for coordinating the various area development research activities presently undertaken by private and public agencies. At the local level, the chamber of commerce can function as a coordinating mechanism. At the state level, state chambers of commerce and special commissions, such as the Oregon Development Commission, can effectively coordinate many activities taking place within their area. On the regional level, such groups as the Pacific Northwest Trade Association and the Columbia Basin Inter-Agency Committee may provide a means of bringing together people concerned with area development problems on a regional basis. They may provide a forum for the presentation and publication of papers and discussions of basic policy problems affecting the region's future development.

On a much broader scale, conferences serve to bring together at one meeting the ideas and experience of leaders thoroughly familiar with both the development and future problems of their areas. Such a meeting was the recent Western Area Development Conference, sponsored by Stanford Research Institute in cooperation with the American Railway Development Association, California Manufacturers' Association, the chambers of commerce of Hawaii, the National Association of Manufacturers, the Pacific Northwest Trade Association, and the Society of Industrial Realtors. Copies of the proceedings of this conference, which was held on November 17, 1954 in San Francisco, are available from Stanford Research Institute, Stanford, Cal.

The need for coordinating research done in an area and the need for an adequate conceptual basis for future area development work is evident. In these respects, it appears that economists in the colleges and universities can make valuable contributions. In recent years a mass of literature on specific projects has been accumulated. These projects cover areas of all sizes and types, both domestic and foreign. Colleges and universities could serve a very useful function in analyzing presently available material with the aim of providing better techniques and methods for undertaking research on area development. Another important contribution would be the formulation through research of a set of area development principles which would serve as a guide for specific area development studies. Another approach that might be taken by an individual or group within a college or university would be the carrying out of an audit of research activities in a given area to determine what has been accomplished by the private, public, and semipublic agencies which have investigated that area. Such an analysis would show where duplication of effort has occurred, would point out gaps in current data, and would help determine research projects that are still timely and those which need further research.

A large volume of area development research will continue to be conducted, both at home and abroad. It presents a challenge to all individuals and groups interested in area economic planning and growth. A common goal of all interested parties should be coordination of efforts in a united attack on area development problems, as a means of assuring efficient development of the economic strength on which the future of the United States and its allies so heavily depends.

Crescent City Port Facilities And Resources Surveyed

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pleted). (3) An inner breakwater 1,120 feet long northwest from Whaler Island to form a protected V-shaped inner harbor (completed). (4) A basin 1,300 feet by 1,400 feet, immediately east of the breakwater, to be maintained to a 20-foot depth at mean lower low water (completed). (5) Removal of pinnacle rocks in the harbor (completed). (6) Maintenance dredging in the vicinity of the seaward end of the sand-barrier.

The estimated cost of the projects is $7,483,300 which is exclusive of $217,115 contributed by local interests. Approximately $6,000,000 of United States funds is now invested in these improvements; the projects are 73 per cent complete.

The northwestern California-southwestern Oregon section is historically and commercially unified, and is irrefutably a part of the larger Pacific Northwest region which stretches from Cape Mendocino on the south to an undefined northern boundary in Alaska. Crescent City has been the natural distributing point for this segment of the region for approximately a century. It was a depot for the Indian Wars of 1855 and for miners supplies needed in the rich gold-bearing streams which coursed out of the mountains. Even heavy machinery was occasionally transshipped at San Francisco for Crescent City and hauled over the winding road as far inland as Ashland, Oregon.

The present-day contributing hinterland of Crescent City includes 13,000 square miles located in Del Norte County and parts of Modoc and Siskiyou counties in California, and in sections of Josephine, Jackson, and Curry counties, in Oregon. The estimated population is well over 100,000 including 15,500 in Del Norte County. Industries in order of importance are: logging and lumbering, recreation and tourists, dairying and stock raising, commercial fishing, flower culture, and mining.

It is estimated that National Forest timber tributary to the port, that is economically available for shipment, is approximately 31.5 billion feet board measure, most of which lies within the Siskiyou and the Six Rivers National Forests. Douglas fir predominates, with hemlock and redwood the other commercial woods. Lumber production in Del Norte County in 1952 was 646,470,000 board feet, an increase of 487.7 per cent over 1950. In addition, there were 272,824,000 square feet of plywood manufactured, an increase of 1,632 per cent over 1950.

Crescent City, like other Pacific Northwest seacoast ports, is concerned with more complete utilization of the extensive timber resources adjacent to the harbor.

A sizable dairy and livestock industry prospers in Del Norte County, with approximately $2,000,000 farm income reported for 1952.

The only outgoing commodity transported by water is lumber, carried by converted nonself-propelled LST barges to California ports. These have a capacity of 2,000,000 to

2,350,000 feet per load. The A. C. Dutton Lumber Co. has discontinued its shipping service, leaving the Sause Brothers Ocean Towing Co. the only carrying company for lumber shippers in the area. A total of 164,019,300 board feet of lumber, logs, and piling, equivalent to 94,623 tons of cargo, was taken out of the port in 1952. Of the total lumber produced in the Crescent City area, only about 25 per cent goes by water; the balance is marketed by truck.

All plywood is shipped by truck, mostly to Pacific Northwest markets, although California takes a small portion.

The principal incoming cargo is refined petroleum, which increased from 133,474 tons in 1951 to 188,653 tons in 1952; petroleum is brought in by nonself-propelled barges of the Oil Terminals Co. of San Francisco.

The fishing industry augments the Crescent City economy with revenue derived from eleven species caught in the nearby waters. Of these, crab, valued at $533,413, heads the list, with salmon ($263,161) and sole ($150,364) in second and third places. Nearly eight million pounds of fish, valued at $1,042,528, were caught in 1952.

Although of a temporary nature, jetty construction and other harbor improvements contracted out by the United States Engineers add a considerable amount to the annual income of the community.

The nearest railroad is the Northwestern Pacific at Arcata, 80 miles to the south, which provides rail transportation to the San Francisco market area. The Coast Highway (U.S. 101), the Grants Pass-Crescent City Highway (U.S. 199), and the inadequate and generally unimproved northern California mountain thoroughfares provide access to the coast and interior communities. Plane service is maintained by Southwest Airways.

Retail sales subject to the state sales tax in Crescent City were estimated in mid-1954 by the California State Board of Equalization to be at the annual rate of $8,075,450.

Of the four piers in the harbor, one, called the Citizens Dock, accommodates lumber barges and fishing and pleasure craft, and provides a fueling and supply station. This pier, valued in excess of $200,000, was built with donated money, material, and labor, at no cost to the community or to local or Federal governments. The inner harbor breakwater directly opposite the Citizens Dock is used for mooring oil barges and is connected to a pipeline which leads to nearby storage tanks. Two private piers are used exclusively for lumber shipments.

Currently, plans are being made for a fifteen-acre yacht harbor and marina along the waterfront at the mouth of Elk Creek.

Legally, under a 1931 law which organized the Del Norte County Harbor District, a Board of Harbor Commissioners is the port administrative body; in fact, however, the City Council administers the port affairs of the city. In addition to the facilities described above, a considerable amount of real estate is controlled by the port. California statutes of 1867-68 granted to the town of Crescent City title to all the waterfront and also to all submerged and overflow lands to a depth of 18 feet. This property may not be sold, but it may be leased in lots of designated size for a twenty-year period. Whaler Island was deeded to Del Norte County in 1927 under an act of Congress as a site for a public wharf. Preston Island, owned by the county, supplies rock for breakwater construction.

Although Crescent City's waterborne commerce is limited to barge and small-boat operations, the magnitude of the breakwater project suggests that, with continued promotion of the hinterland resources, especially as demand increases for manufactured wood products and special ores, tonnage potentialities exist which should be attractive to both coastal and truck carriers.

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Banking. Recent trends in Oregon banking can be gathered from the following figures (in millions of dollars) covering banks belonging to the Federal Reserve System:

	Nov. 24, 1954	*Oct. 27, 1954*	*Nov. 25, 1953*
Loans	$ 667	$ 640	$ 629
Investments	740	735	634
Deposits	1,623	1,558	1,465

CURRENT BUSINESS TRENDS IN OREGON

Employment. The number of nonagricultural workers employed in Oregon declined 2.0 per cent (9,000) between mid-October and mid-November 1954. The losses were scattered over virtually all industrial categories, perhaps the largest being canning and preserving (2,100). The 2.0 per cent decline compares favorably with a 3.4 per cent drop between October and November 1953. Employment this November was 0.7 per cent higher than in November a year ago. More detailed data supplied by the State Unemployment Compensation Commission follow:

	Nov. 1954	*Oct. 1954*	*Nov. 1953*
Lumber & wood products	83,300	85,000	75,700
Food & kindred products	18,100	20,300	19,100
Other manufacturing	40,900	41,800	43,100
Total manufacturing	142,300	147,100	137,900
Contract construction	22,300	25,000	23,000
Retail trade	79,500	79,100	80,700
Government	74,000	74,000	71,200
Other nonmanufacturing	144,000	145,900	146,200
Total nonmanufacturing	319,800	324,000	321,100
Total nonagricultural employment	462,100	471,100	459,000

Index of Man Hours in Manufacturing. One of the most common indicators of changes of physical volume of manufacturing activity is the man hours of industrial production workers. The workers covered are only those immediately concerned with production; office personnel are excluded. This index is derived from figures supplied by the Oregon Unemployment Compensation Commission. No adjustment for seasonal variation has been made (1951 monthly average=100).

	1953	*1954*
January	84.6	78.0
February	85.6	79.1
March	89.7	82.8
April	93.4	86.8
May	96.3	90.4
June	101.3	92.2
July	107.7	76.2
August	103.9	88.5
September	104.7	99.5
October	98.2	99.1
November	90.1	----
December	83.7	----

Lumber. During November 1954 both production and orders for Pacific-Northwest Douglas-fir lumber were higher than in the same month a year ago, but both declined seasonally from October levels. A tendency toward slightly higher prices is interpreted by a staff writer of the *Wall Street Journal* as signalling heavier building in the spring of 1955 (Pacific Coast ed., Dec. 20, 1954). Statistical information prepared by the West Coast Lumbermen's Association on a sample basis follows (all figures in thousands of feet, board measure):

	Nov. 1954	*Oct. 1954*	*Nov. 1953*
Average weekly production	202,193	212,613	182,824
Average weekly orders	185,749	190,883	179,214
Unfilled orders, end of month	679,579	717,813	717,009
Lumber inventory, end of month	888,192	854,403	715,137

BANK DEBITS

Bank debits represent the dollar value of checks drawn against the deposit accounts of individuals and business firms. Bank debits are regarded as good indicators of current business activity, although their value for this purpose may be impaired by the inclusion of large checks arising out of transfers of funds or the purchase of certain types of capital assets that do not constitute "business activity." The Bureau of Business Research collects bank debits from 140 banks and branches monthly.

Marketing Districts	*Number of Banks Reporting*	*Debits Nov. 1954*	*Debits Oct. 1954*	*Debits Nov. 1953*	*Nov. 1954 Compared with Oct. 1954*	*Nov. 1954 Compared with Nov. 1953*
Oregon	115	$1,336,082,209	$1,328,382,370	$1,172,939,986	+ 6	+13.9
Portland (Portland, Hillsboro, Oregon City, etc.)	31	820,798,880	819,480,139	709,369,936	+ .2	+15.7
Lower Willamette Valley (Salem, McMinnville, etc.)	15	110,235,962	113,116,271	98,815,231	— 2.6	+11.5
Upper Willamette Valley (Albany, Corvallis, Eugene)	17	132,633,781	127,631,840	110,500,024	+ 3.9	+20.0
North Oregon Coast (Astoria, Tillamook, etc.)	4	18,511,179	18,116,256	18,855,808	+ 2.4	— 1.7
Douglas, Coos, Curry counties	9	44,497,951	45,561,089	39,209,804	— 2.3	+13.5
Southern Oregon (Ashland, Medford, Grants Pass)	6	57,281,277	57,919,234	49,607,155	— 1.1	+15.5
Upper Columbia River (The Dalles, Hood River, etc.)	7	28,078,521	28,159,845	23,375,904	— .3	+20.1
Pendleton area	6	26,196,535	26,867,303	29,388,876	— 1.4	— 9.8
Central Oregon (Bend, Prineville, Redmond)	5	24,442,472	23,648,723	23,225,745	+ 3.4	+ 5.2
Klamath Falls, Lakeview area	5	32,566,215	31,767,273	31,556,837	+ 2.5	+ 3.2
Baker, La Grande area	6	20,018,511	18,213,118	19,100,908	+10.1	+ 5.0
Burns, Ontario, Nyssa	5	20,454,922	17,891,979	19,903,758	+14.3	+ 2.8

BUILDING PERMITS

Building permits give an indication of building operations planned rather than actual construction under way. Care must be taken in interpreting these data to allow for the lag which may elapse between the issuance of the permit and the beginning of actual construction. The data have been collected by the Bureau of Business Research.

	New Residential Nov. 1954	*New Non-Residential Nov. 1954*	*Additions, Alterations & Repairs Nov. 1954*	*Totals Nov. 1954*	*Totals Oct. 1954*	*Totals Nov. 1953*
Albany	$ 17,000	$ 57,200	$ 14,000	$ 88,200	$ 57,650	$ 38,500
Astoria	28,280	----	6,000	34,280	41,392	29,232
Baker	----	1,300	100	1,400	40,930	2,650
Bend	14,500	12,650	10,400	37,550	50,100	62,955
Coos Bay	21,000	10,500	2,500	34,000	69,800	33,185
Corvallis	88,400	950	9,190	98,540	457,650	41,043
Eugene	111,800	155,600	28,258	298,658	571,871	150,525
Forest Grove	----	----	1,875	1,875	53,225	18,725
Grants Pass	37,400	49,660	8,380	95,440	110,880	77,175
Klamath Falls	31,000	64,958	27,500	126,458	71,275	64,112
La Grande	7,500	895	625	9,020	27,412	15,750
Medford	86,000	105	35,209	121,614	178,928	138,045
Milton-Freewater	----	53,500	11,400	64,900	60,250	28,000
North Bend	11,800	75,950	9,450	97,200	25,559	16,872
Oregon City	30,000	20,150	11,290	61,440	71,775	45,800
Pendleton	78,000	619,569	3,213	700,782	65,500	32,387
Portland	1,688,525	372,380	686,785	2,747,690	5,675,280	3,034,160
Roseburg	15,500	1,625	31,517	48,642	55,305	54,205
Salem	190,600	40,050	18,055	248,705	482,100	905,016
Springfield	53,000	38,000	16,825	107,825	163,950	59,100
The Dalles	57,684	5,200	3,525	66,409	63,540	136,617
23 other Communities	246,950	70,230	46,134	363,311	708,869	298,812
Totals	$2,820,939	$1,650,772	$ 982,231	$5,453,942	$9,103,511	$5,283,166